



### THE CANNA.

**Dwarf Large-flowered French Canna**  
and Its Varieties That Appear in All Varieties.

The French canna possesses much merit as a bedding plant and gives rich returns for labor and money expended in its cultivation. Its broad luxuriant tropical foliage, surmounted by enormous trusses of magnificent brilliant colored flowers produces an effect when planted in masses on lawns, large grounds, or parks which cannot be secured by the employment of any other plant or combination of plants. The plants grow from 3 to 6 feet high and flowers range in color from nearly pure yellow to flaming scarlet and the deepest crimson. Some of the trusses of flowers are 8 to 10 inches in diameter and individual flowers 4 to 6 inches across. The plants are a constant mass of flowers till cut down by the severe frosts in November. The foregoing is from a little manual on "Carnations, Cannas and Chrysanthemums," by C. W. Ward, a well known New York florist. The following culture notes are also from the publication already quoted from:

Have your beds thoroughly prepared and in order by digging in a coat of 2 to 6 inches of well-rotted manure as early in the spring as the soil can be safely worked. Have the bed rather flat, so that it will retain water rather than cause it to run off. A perfectly flat bed, raised slightly at the edges (basin-like) is the best form, as this will retain water, and canna revel in an abundance of moisture at the roots. If dry rotas are used, plant early in May; at the same time corn is planted, placing the crown about 3 inches below the surface of the soil. If started plants are used, the 20th of May is early enough to set them out. The plants or bulbs should be planted about 16 to 18 inches apart each way—the tall varieties in the center and the dwarf varieties on the outer edge.

After planting the only care necessary is to stir the soil two or three times in order to keep down the weeds for the canna to get full possession. After this they will run to the maxima. During July and August the leaves should be turned into the bed once a week and the bed thoroughly wet down. A few shovelfuls of chicken manure scattered among the plants will produce a magnificent growth.

In the fall, after the tops have been killed by frost, the beds may be dug up and left till the following spring, then divided and planted again.

### Strobilanthes Dicroidium.

This plant, lately introduced, will probably come into considerable use for bedding as a foliage plant. We glean the following concerning it from Vick's Magazine, which also illustrates this plant:

We judge that strobilanthes would not bear clipping so well as the coleus and nephryanthus, but should be employed more as in the alypha, allowing



### A NEW FOLIAGE PLANT.

Let it stand simply among other bedding and to develop itself without much restriction, forming a contract with other foliage. The leaves have different metallic tints of purple and green and bluish green, and are very pleasing in appearance. This makes an excellent foliage plant for the greenhouses and adapts itself well to window culture, as we have proved. And yet we have not seen it in bloom. The flowers are said to be handsome, trumpet shaped, of a fine blue color. What the conditions are for flowering we have not yet learned, but even without the flowers it is a very worthy and desirable plant. It does not appear that any one has yet attempted to coin an English name for this plant.

### Spring Treatment of Roses.

"Do not uncover the tender roses until the coming of settled warm weather," writes a florist to Prairie Farmer. He gives also the following advice:

The plants can be pruned at the time of lifting them. Cut them back about one-third, as a general thing, and remove all weak wood. Give the plants a liberal application of manure each spring. If manure from the barnyard has been used as a covering, fork it in well about the roots of the plants. Old rotten cow manure is a better food for roses than any other fertilizer I have ever used. It must be applied in liberal quantities.

Hybrid perpetuums bloom only on new, strong growth, and in order to produce it they have to be cut back pretty sharply. Look over the bush and cut back the branches to some plump, healthy looking bud. Because of this yearly shortening in, this class of roses never gives us a large bush, but if we get wonderful, truly beautiful flowers.

### Some Raspberries.

The older berry is not quite so large as the Gregg, but it is of better quality and just about as firm. The plant is less prolific, but the canes are very hardy, while those of the Gregg are comparatively tender. We have not yet tested the Eureka.—*Rural New Yorker*.

### CHEAP ROADS ARE COSTLY.

**That Some of Money Wasted Annually in Repairing Poor Highways.**

The total length of the common roads in this country, good, bad and indifferent, is estimated by General Stone of the road bureau of the department of agriculture at something over 1,800,000 miles, says The Manufacturer. The majority of these roads have been opened by common laborers, hired by local authorities, and as engineering principles have been observed in their construction. As a result it costs more to keep them in repair than if they were as many finely macadamized roads.

Keeping these new roads in repair and opening new thoroughfares cost Massachusetts in 1859, outside of cities, \$1,430,000, or \$23.30 per mile; New York, \$2,500,000, or \$20 per mile, and New Jersey, \$719,407.20, or \$43.30 per mile. The total expenditure for roads in that year amounted to about \$20,600,000. As a greater part of the enormous sum was spent in repairing poorly constructed roads that would need exactly the same attention next year, it is not an exaggeration to say that most of the money was wasted.

Fine roads can be constructed all the way from \$400 to \$5,000 a mile, according to the nature of the country through which they pass, the cost of crushed stone and other engineering problems.

The cost of keeping these roads in repair is infinitely smaller than that required to repair the ordinary dirt roads each winter and spring, when great gullies and ruts are washed into them by the rains and floods. The secret of the economy of the fine roads in France is attributed to the prompt and systematic repairs made at all seasons of the year.

### FIFTY YEARS TOO LATE.

**The Movement for Better Roads Is Far Behind the Country's Needs.**

State Railroad Commissioner O'Donnell of New York said recently, in a public address, the following words: "We have the reputation of having the poorest roads of any state in the Union, notwithstanding our annual road tax, not including our animal road tax, not including either state and village, in 1854 was over \$3,000,000. Including villages, which properly are classified as part of the rural districts, the tax in round numbers is over \$4,000,000. Over one-half of this is paid in cash and the balance in payment of taxes.

Whereas, however, there has been no payment of the interest, premium and bounty installments thereon, from and after the month of November, 1855, and the amount of said note has exceeded its original amount occupied the whole indebtedness in trust, as authorized to do by the instrument of trust, to which reference is made to the terms thereof for greater certainty;

Now, therefore, I, James S. Wolfe, trustee, at the request of the legal holder of said note, and by the authority in me vested by the said deed of trust, do hereby give notice that I will on Thursday, the 29th day of April, 1856, at ten o'clock in the forenoon of said day, sell and dispose of all of the said premises, or such of the same as may be necessary, and all the right, title, interest, and equity of reversion of the said Charles M. McLean and George McLean, his heirs and assigns, at public auction at the Tremont street, front door of the county court house, in the City of Denver, and State of Colorado, for the highest and best price the same will bring in cash, for the purpose of paying said indebtedness and for expenses and costs of executing this trust, as provided by said deed of trust. JAMES S. WOLFE, Trustee.

### ONLY \$15.00.

The Texas & Pacific Railway Company will this year furnish to regular, ordained clergymen, duly credited missionaries or others, wholly engaged in ministerial duties, one thousand miles tickets good on all portions of their system.

Appropriations for these clerks should be made to the nearest ticket agent of the Texas & Pacific Railway, or address,

James S. Wolfe,  
Trustee.

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